



VX .18 PULL START ENGINE ADDENDUM

Cooling Problems

Engine overheating is most often caused by running the engine too lean or because the cooling air for the cylinder head is blocked. If the mixture is too lean, simply allow the engine to cool, richen the mixture and try it again. Bodies must have holes cut in them to allow for cooling air to circulate over the surface of the cylinder head. On most bodies, it is a good idea to cut part of the wind-shield out and part of the back window to allow for additional cooling.

Factory Settings for VX.18

All new engines are assembled with what we will term 'factory settings'. These settings should allow almost all engines to be started up and allow for minimal adjustment for running in purposes.

Bearing this in mind, we are offering you the opportunity of re-adjusting to the 'factory settings' based on engines currently held in stock.

Main Needle Valve – High Speed Adjustment (HSA)

Screw down until resistance is met, and no further movement is apparent. RE-OPEN 3 1/4 TURNS OUT.

Throttle Adjustment Screw – Idle Adjustment (IA)

Gently shut off carburettor sliding body and slowly re-open by means of adjusting screw.

ADJUST SCREW UNTIL IT EXPOSES APPROX 3.5MM OF SCREW THREAD TO THE UNDERSIDE OF THE BOLT HEAD.

Sub Throttle Needle Valve – Low Speed Adjustment (LSA)

With adjustment screw setting in place, close off the throttle body against the screw. Very gently screw in the needle valve until it closes off the supply fuel nozzle and is prevented from re-opening by the entry of the needle valve into the centre hole of the fuel nozzle (work with great care with this one - we are only looking for minimal frictional contact between both parts). RE-OPEN VALVE 3 1/2 TURNS OUT.

Glossary of Carburettor Functions

Main Needle Valve (High Speed)

The main needle mixture screw controls how much fuel enters the engine during mid- to high-speed operation. The screw is turned clockwise to lean (less fuel) and anti-clockwise to richen (more fuel)

Sub Throttle Valve (Low Speed)

This screw meters the fuel at low speeds. The low-speed mixture screw is located in the end of the carburetor, inside the throttle arm.

This screw controls how much fuel enters the engine at idle and low throttle. This adjustment will smooth the idle and improve the acceleration to mid speed. Make this adjustment with the throttle closed, after setting the idle. The screw is turned clockwise to lean (less fuel) and anti-clockwise to richen (more fuel)

Throttle Adjustment Screw

The throttle adjustment screw regulates the throttle opening to control the idle speed. The screw is turned clockwise for a higher idle speed and anti-clockwise for a lower idle speed.

